



ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CAL.
LOUISVILLE, KY. NEW YORK, N.Y.

AFFAIRS OF THE RAILWAYS

Not an Easy Task to Settle the Chicago and Ohio River Rate Trouble.

Arbitrators Will Find the Differences Between the C. & O. and the Panhandle Difficult to Adjust Satisfactorily.

In passenger circles the belief prevails that arbitrators selected to adjust the troubles as to passenger rates in the Chicago & Ohio-river Traffic Association have a difficult task before them. A passenger high in rank, yesterday speaking of the matter, said: "The settlement of the rate question in the Ohio-river district, or between Cincinnati and Chicago, cannot be adjusted on account of the use or misuse of mileage books, and the trouble seems to be between the Panhandle and C. & O. D. lines. That the C. & O. D. books are the most used there is no question. Every one knows the Panhandle has just as good a line, and possibly better, but the C. & O. D. has the best book, good over twenty-two different roads, and the Panhandle has good only over one road. Now, as to the matter of service, the Panhandle has a track unsurpassed by any other road; also, the shortest line between Chicago and Cincinnati, but both of their trains from Chicago are run as fast trains to Richmond, and then local from there, making all stops for seventy-five miles, while the other roads run through trains, with but few stops. These trains are vestibuled and have dining-cars attached, and still the Panhandle wonders why it does not get its share of the traffic. It does not take the people long to find out these things."

East-Bound Shipments.
An improvement is shown in the volume of east-bound freight traffic from Chicago, although the record is still considerably behind that of a year ago. Last week's shipments, including everything but live stock, amounted to 80,492 tons, against 66,497 for the preceding week, an increase of 13,995 tons, and against 70,967 for the corresponding period last year, a decrease of 10,475 tons. The traffic was made up of the following articles: Flour, 7,450 tons; grain and mill stuffs, 36,103; provisions, 14,000; dressed beef, 14,001; dressed pork, 3,435; lumber, 3,718; miscellaneous, 2,286.
Through shipments of flour, grain and provisions from Chicago to the seaboard by the roads in the Central Traffic Association last week amounted to 48,389 tons, against 40,389 for the preceding week, an increase of 8,000 tons, and against 70,967 for the corresponding period of 1992, a decrease of 22,078 tons. Of this traffic the Vanderbilt lines carried 33 per cent; the Pennsylvania, 18; the Erie, 16; the Erie & Erie, 7; the Chicago & Erie, 7; and the Chicago & Grand Trunk, 18 per cent.

Personal, Local and General Notes.
The Peoria & Eastern will build a roundhouse at Springfield, O., as soon as the weather is suitable for beginning work.

W. H. McLeod, general manager of the Louisville, New Albany and Cincinnati, is in the city to-morrow on official business.
Barney Smith & Co. are building several handsome drawing-room cars for the Flint & Pere Marquette; the cars will cost \$10,000 apiece.

There were transferred over the Belt road, in the week ending Jan. 23, 14,133 cars, and Belt road engines handled 656 car loads of stock.

Cyrus Dixon, formerly ticket agent of the Big Four at this point, is traveling and passenger agent of the Great Northern, in the city for a day or two.

The Chicago & Alton has put on through Pullman sleepers between Chicago and Hot Springs, Ark., making the trip in twenty-four hours, via the Iron Mountain route.

E. A. Peck, ex-general superintendent of the Big Four, will on March 1 return to railroad work on an Eastern road, but pretense that the name of the road should not yet be made public.

E. L. Campbell, who has been agent of the Bee-line, now a part of the Big Four, at Cleveland, has resigned and will retire from that position on Feb. 1 and be succeeded by H. Ershman.

An Ohio editor returned his annual pass to C. O. Scull, general passenger agent of the Baltimore & Ohio, because it was No. 13. A new book was sent to him numbered 8, 2, 3, which, added, makes 13.

William R. McKee, president of the Terre Haute & Indianapolis, and W. P. Hanna, president of the Belt road and stock-yards, have gone to Tennessee to look after some private business matters.

H. C. Parker, traffic manager of the Lake Erie & Western, says the company has succeeded in clearing up all delayed freight and there is plenty of business on the line to load all the cars which can be commanded.

The Union Pacific system will not accept tickets of any class, single or round-trip, after to-day, to any point on their lines, unless they come to it at Kansas City, Omaha or Fort Worth. It demands the

CATARRH
IN CHILDREN

For over two years my little girl's life was made miserable by a case of Catarrh. The discharge from the nose was large, constant and very offensive. Her eyes became inflamed, the lids swollen and very painful. After trying various remedies, I gave her **Dr. L. B. Ritchey's** Catarrh Remedy. The first bottle seemed to relieve the symptoms, and in a short time she was cured.

Dr. L. B. Ritchey, Mackey, Ind.
Our book on Blood and Skin Diseases mailed free.
SWIFT SPECIFIC CO., Atlanta, Ga.

long haul or none. This gives the Chicago & Alton the advantage over the C. & O. D. line, the Q. or the Atchison.

Several of the roads have commenced weighing mail to base the payment for postal service on, and it is stated that the tonnage of mail matter moving is considerably in excess of any former year in January.

Judge Pugh, of Cleveland, O., in the appeal of Edward L. Mortimer for a re-arrest of the Cleveland, Akron and Western railroad, issued an order permitting the plaintiff to examine the books of the company.

S. W. Jeffrey, chief clerk in the motive power department of the Peoria & Eastern, has been appointed master mechanic of the Washburn shops at Springfield, Ill., vice C. F. Lape, who resigned to become one of the railroad commissioners of Illinois.

A large force of men has been at work on the new freight depot of the Big Four and Pennsylvania lines, taking advantage of the winter weather. Both companies are greatly in need of more depot room, and consequently are pushing the contractors.

The stockholders of the Indiana, Illinois & Iowa will hold a special meeting, March 3, at Peoria, to vote on increasing additional bonds, the funds raised on them to be used in extending the road from Kankakee to South Bend, Ind., twenty miles.

Some Connecticut people have complained of the New York & New England and the Philadelphia & Reading roads for running trains on Sunday, and have demanded of the State Treasurer that he sue them for penalties the law of that State prescribes.

William Stevenson, general superintendent of the northern division of the Philadelphia & Reading, who was in the Pacific coast for his health, has returned, after a three months' stay, not materially better, and it is uncertain when he will again assume his official duties.

President McKee, General Manager Williams and other officials of the Vandalia are much pleased with the manner the business of the Terre Haute & Peoria, now leased to the Vandalia, is developing. The road has been properly equipped. It is evidently to be a good feeder for the Vandalia.

The Peoria & Eastern has separated its business at Indianapolis and Springfield from that of the Big Four as regards terminals. The Indianapolis terminal of the P. & E., which has been located after J. J. Hiss, will be in charge of George Snyder, and at Springfield a new man will be appointed.

On Feb. 1 the Big Four will create the office of car-service agent, and George S. Sipp, now car-service agent of the Chesapeake & Ohio, will take the same position on the Big Four, with Frank Sipp, chief clerk of the Chicago transfer, superintendent of the Chicago division of the Big Four, as his chief clerk.

Frank Taylor, who for twelve years past has been special local and real-estate agent for the Peoria & Eastern, and who has been in the position of the Big Four, is to look after taxes and real-estate matters as an assistant to John T. Dye, general counselor of the Big Four.

The Belt road and stock-yards company will hold its annual meeting for the choice of directors and officers Feb. 7. The report of W. P. Hanna, president of the company, will not be as favorable as for 1892. The business of the Belt road was heavy enough, but the stock-yards had an off year, and the company was not so successful.

The most important yards on the Pennsylvania lines are at Harrisburg, Pa. During December 1,488 east-bound freight trains passed that point, hauling 7,555 tons of freight, and 1,273 west-bound trains, hauling 1,346 freight trains passed west, hauling 82,067 loaded and 13,940 empty cars—a car movement which is equal to 2,380 east and 2,129 west daily through the month.

Henry S. Fraser, general agent of the Big Four at this point, yesterday issued a circular notifying shippers that on and after Feb. 1 they should apply to Mr. Ford Woods, assistant general freight agent, for rates and information which heretofore have been obtained from Mr. Frank McKee. All orders for cars to load at Indianapolis should be placed with Mr. Woods's office. All bills of lading will be issued by the Indianapolis office.

There is every indication that the agreement recently entered into for the purpose of maintaining east-bound rates from Kansas City has already been broken. The business of the line is just now in a position to secure the traffic without concessions, and the general impression is that the line has again been cut. One of the ways in which the agreement is being broken is the cut in export flour rates from Missouri river points made by the fast-train lines.

About all the Eastern lines, except the Pennsylvania and the Lake Shore, are again paying commissions, and all Western lines are paying excessive commissions. It is only a question of a few days when the presidents and general managers will have a meeting and take concerted action and try to abolish commission payments. Feeling that the road would come about agents in New York got together last week and formed an agreement that they would absolutely decline to accept more than a certain reasonable commission on any line offering more would be boycotted.

The changing of the time of Train 21, over the Pennsylvania lines, to leave New York two hours earlier than formerly, has been a success. The train was delayed in New York, but after reaching Columbus, O., the company is losing business. When the train left Columbus at 7:00, it was a large number of people took it for Cincinnati, Indianapolis and Chicago, but it now leaves Columbus at 4:45 A. M., and the people will not rise so early to take this train when there are trains over water routes which leave that point for Cincinnati, Indianapolis and Chicago at a more seasonable hour.

It is stated that a new syndicate has taken hold of the projected Indianapolis, Logansport & Chicago road, and that work will be commenced in earnest within a short time. The syndicate has purchased the right of way which had been secured by the Talbot syndicate, which had secured all but about ten miles of the line. In fact, they had the right of securing the right of way practically completed to within five miles of Indianapolis. As the road will not be a competitor of the Big Four, it is not possible that some arrangement will be made by which the track of the Big Four will be used from North Indianapolis to a connection with the Union Pacific.

Articles of agreement for the establishment of a bureau of information during the world's fair were drawn up at Chicago yesterday by the committee of general passenger agents appointed for that purpose. It is provided that the organization shall be known as the bureau of information for the fair, and that only initial lines from Chicago shall be admitted. The purpose is to furnish information as to the manner of doing business by the rail and water routes to the United States in a general way, and particularly as to the practices, rules, regulations, transportation arrangements and rates of the various companies comprising the organization.

CITY NEWS NOTES.

Miss Carrie B. Talbot died, in Wichita, Kan., Jan. 29. The funeral will occur at Greencastle to-morrow.

The Marion Heights Land Company, of Marion, has filed articles of incorporation with the Secretary of State.

The directors of the May Music Festival will meet this noon, at the office of Mr. R. B. Feire, president of the board.

The Y. M. C. A. invites all young men and their ladies to attend the Lithuanian to-night. A fine orchestra will be present. No admission is charged.

Marriage licenses were issued yesterday to Stoughton F. Cruller and Emma S. Musgrove, Ervin D. Ryan and Mary E. Whitaker, Charles Rodman and Nettie M. Campbell.

The students at the Institute for the Blind will give a musical reception, to-night, to the members of the Legislature, and to the general public will be welcomed.

Mr. Charles Seaton, who is well known here, died yesterday, at Philadelphia, very suddenly. His body was shipped to Richmond, his former home, where it will be buried.

A meeting will be held at the Proprietary next Monday afternoon in the interest of the new Woman's Exchange. Every woman in the city who is interested in the work of establishing such an institution, for which the time seems to have come, is cordially and earnestly invited to attend.

TWO STRIKERS PUNISHED

Ready and Smith, Who Evaded Service of the Writ, Fined and Imprisoned.

Eagan, Davis and Vance Put Under a Small Bond to Keep the Peace—Two Divorces Granted and One Applied For.

The switchmen who participated in the recent L. E. & W. strike at Muncie, Ind., were again placed on trial for contempt of court in the federal court, before Judge Baker, yesterday. The case against Frank Lawler was dismissed, and Charles Eagan, George Davis, A. Vance, Thomas Reedy, M. C. Smith, W. J. Matthews and J. L. Yates were arraigned. The first four pleaded not guilty and the last three guilty.

Each man was placed on the witness stand and allowed to tell his own story of the occurrences during the trouble. The testimony brought to light little, if anything, but what has already been published in regard to the strike. Several of the company's officers also testified as to the extent of the damage done the company by the interference of the men and as to their actions. At the conclusion, Eagan, Davis and Vance were bound over in the sum of \$25 to keep the peace, and Thomas Reedy was fined \$25 and sentenced to imprisonment for fifteen days. M. C. Smith was fined \$25 and sentenced to imprisonment in the same place for twenty days. The case against W. J. Matthews was not completed. Attorneys Winter and Elam appeared for the company, and McCullough and Spain for the defendants.

Police Court Business.
George A. McConne, arrested twice last Sunday for drunkenness, was arraigned in the Police Court yesterday morning and fined \$5 and costs in each case. In default of payment went to the work-house. The case of malicious trespass against him as dismissed. C. A. Murphy was fined \$1 and costs for assault and battery. He paid the fine and was released.

On Jan. 28 he was held to the grand jury for assault and battery with intent to kill, but a new trial was granted and the charge reduced to simple assault and battery. Dan McAfee was held for action by the grand jury for grand larceny.

Attorney's Fees in Roll Case.

Jonathan Roll, executor of the will of Solomon Roll, filed with Probate Commissioner O'Bryan a petition asking for an allowance of \$50 attorney's fees. The claim is for services rendered by the attorneys in defending the contest case. Recently tried and still pending on a motion for a new trial in the Circuit Court, and services in a former trial which went to the Supreme Court. Commissioner O'Bryan heard argument on the petition yesterday.

The Scott Matrimonial Troubles.
John Scott was arrested Saturday morning upon an affidavit sworn out by his wife charging him with desertion. When the case was called for trial yesterday afternoon, before "Squire Daniels, Mrs. Scott failed to appear with any of her witnesses, and Scott was released on his own recognizance to appear at 1:30 A. M. in the morning. At 2 o'clock, when the witnesses for the prosecution will be brought in on writs of attachment, if need be.

Gardner and Folsom Punished.

The Cadi has a penchant for punishing. With all the law's severity, the offenders brought before him for whipping their wives. Two of them appeared before him yesterday morning and, at the conclusion of the evidence in each case, Judge Barker promptly pronounced a fine of \$100 and costs, and 180 days in the work-house. The defendants were Allen Gardner and F. C. Folsom.

Divorces in No. 8.

Judge Bartholomew granted two divorces yesterday. Mollie Downs sued for and was granted a decree from Cyrus Downs on the ground of abandonment. The petition of Mary E. Bailey for a divorce from James M. Bailey was granted on the same grounds, and the plaintiff's prayer for restitution of her maiden name, Mary E. Kendall, was also granted.

Fined for Sunday Labor.

On appeal from O. W. Allen, justice of the peace, Charles Meier was yesterday fined \$1 and costs, by Judge Cox for desecrating the Sabbath. The affidavit against Meier was filed by Patrick F. McNulty, and charged Meier with having engaged in common labor on Sunday, April 24, 1892, in building a room to his house on Birch avenue, in West Indianapolis.

A Wife-Beating Husband.

Myrtle E. Woodford yesterday filed a suit for divorce from Charles H. Woodford, who were married in June, 1892, asking a legal separation on the grounds of cruel and inhuman treatment. She says her husband has frequently, since their marriage, struck and beat her without fault on her part.

Judgment for \$632.62.

Judge Harper yesterday rendered judgment in the suit of the Grand Hotel Company against James G. W. Hardy, and gave the plaintiff judgment for \$632.62.

The Court Record.

SUPERIOR COURT.
Room 1—Hon. Napoleon B. Taylor, Judge.
Laura L. Clark vs. Dan D. Brosnan et al.; damages. Argument.

Room 2—Hon. James W. Harper, Judge.
Grand Hotel Company vs. James G. W. Hardy; "do" and account. Tried by court.

Judgment for plaintiff for \$632.62.
Frank B. Ainsworth vs. The Ainsworth Veterinary Research Company; application for rescinding a promissory note.

Room 3—Hon. Pimly W. Bartholomew, Judge.
Mollie Downs vs. Cyrus Downs; divorce. Abandonment. Decree granted.

Mary E. Bailey vs. James M. Bailey; divorce. Abandonment. Decree granted.

Maiden name restored to Mary E. Kendall.
New Suit Filed.

Myrtle E. Woodford vs. Charles H. Woodford; divorce. Room 2.

CRIMINAL COURT.
Hon. Miles E. Feire, Judge.

State vs. Charles Meier; desecrating the Sabbath. Trial by court; guilty. Fined \$1 and costs.

AMUSEMENTS.

ENGLISH'S—KATIE EMMETT IN "KILLARNEY."

Katie Emmett, a very clever sourette, appeared at English's Opera-house last night, presenting the Irish comedy-drama "Killarney," in which she assumes the dual roles of Kattie Burke and Terry Doyle. The piece is very like the ordinary Irish drama, but has the advantage of being presented by a company of actors much superior to those usually seen in similar pieces, among them George Boniface, Jr., Fraser Coulter and Grace Thorne. The play is embellished with elaborate scenic accessories, and the singing of the star is very good, indeed. "Killarney" will be presented again to-night and to-morrow matinee and evening.

EMPIRE THEATRE.

Hart's Boston Novelty Company opened a week's engagement at the Empire yesterday. The company is composed of a number of good specialty performers and the performance evidently pleased the first audiences here. Fisher and Crowell, sketch artists; Miss Ruby Hart, comic singer; Katie and Curly, black-face performers; Bartlett and May, the Rogers brothers; Barra's musical troupe and others are clever in their respective specialties, and the afterpiece is above the ordinary. The show is above the average and was well received. The engagement lasts all week, with two performances daily.

WITTMER-McNEILLY MATCH.

The sale of seats is progressing for the wrestling contest next Friday evening at the Empire between Chas. Wittmer, of Cincinnati, and Thos. McNeilly, of Columbus. The contest will be catch-as-catch-can style of wrestling, best two in three bouts. The winner of the match will be the acknowledged champion of Ohio. Seats may be procured at the box-office, Morgan & Quinn's or by telephone 1703.

PARK THEATRE—THOMAS E. SHEA.

Mr. Thomas E. Shea, who established himself as a favorite at the Park last season, began a week's engagement there yesterday in "Escaped from Sing Sing," the strong sensationalism of the play drawing and evidently pleasing large audiences both afternoon and evening. The title is really more sensational than the play, for the latter has much comedy and some effective, quiet scenes. Dominick Murray made it famous years ago, and Mr. Shea does not suffer by comparison with that actor. He is a young man of good appearance, with a striking face, a good voice and carefully considered dramatic methods. He knows how to be forcible without ranting, and his impersonation of the much-harassed Richard Foreley is characterized by intelligence and discrimination. His work was much applauded, while the company, which is above the average in competency, came in for their share of commendation. "Escaped from Sing Sing" will be repeated at both performances to-day and to-morrow, and during the remainder of the week Edward Arden's well-known Irish play, "Barred Out," will be given.

NOTES.

Indianapolis is to see the celebrated German actor, August Junkermann, who comes to English's Opera House next Friday night for one performance. He is supported by his own stock company of twenty-five people. The play he is to present is "Onkel Bräsig," one of Fritz Reuter's best comedies in five acts. The sale of seats begins this morning.

Ramsey Morris's Comedy Company, which comes to the Grand the latter part of the week, is an organization that has been greatly praised wherever it has appeared, and "Joseph" in which it appears, is said to be most entertaining. Miss Elsie de Wolf, George Giddens, John Glendenning, Harry Gwynneth and Mrs. E. J. Phillips are people who would make almost any company or play a success. Seats are now selling for "Joseph."

REAL-ESTATE TRANSFERS.

Twenty Transfers, with a Total Consideration of \$33,570.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., Jan. 30, 1893, as furnished by Elliott & Butler, abstractors of titles, Hartford Block, No. 84 East Market street:

Fielding Beeler, Jr., to the Acme Paving and Cement Company, lot 20, in Lazarus & Pierce's Meridian Place addition..... \$1,100.00

Marie Addams and John W. Addams, to George B. Addams, Jr., lot 20, in Lazarus & Pierce's Meridian Place addition..... 1,050.00

Mary J. Davis and husband to Reginald Foley, lots 11 and 12, in Mary J. Davis's Broad 12 addition..... 450.00

Susan J. Caldwell and James S. Wherry, lots 3 and 4, in block 164, in Brighton addition..... 1,340.00

Isaac C. Walker and wife to Elizabeth Collier, lot 14, in block 4, in Walker's East Ohio street addition..... 800.00

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